

#### **IV. Audit of Commercial Zoning in Seattle's Land Use Code: How well does the current code address the City's goals?**

The City's Land Use Code by necessity implements the Comprehensive Plan policy framework. Land Use Code regulations address how individual development proposals can meet the City's standards, which generally aim to ensure overall compatibility of uses, e.g., avoiding serious negative consequences caused by proximity of different land uses, and creating the environments envisioned in the City's and neighborhood plans. The commercial zoning code (SMC 23.47) provides detailed regulations that address physical features of development (size, density, landscaping, screening, parking, etc.), when and how certain uses are permissible, and how to control certain side effects of commercial activities, such as noise and odor.

In order to improve legibility and create a clearer Commercial Land Use Code that furthers City goals and the Comprehensive Plan's Urban Village Strategy, two analyses were performed:

- The code's provisions were analyzed to compare code provisions to the Comprehensive Plan's goals.
- The code was reviewed to identify those elements of the code that make it difficult to use.

**A. Relationship to Plans and Policies**

Some aspects of the Land Use Code have a clearer relationship to the Comprehensive Plan, and do a better job of forwarding the plan’s goals and policies, than other sections do.

**Table IV-1**

**SUMMARY OF OVERALL CONSISTENCY OF ZONING, COMPREHENSIVE PLAN INTENTS**

**Issues where the Land Use Code could better implement the Comprehensive Plan**

Land Use	<p>1. Current zoning provides for minimal differences between areas inside and outside of Urban Centers and Villages in spite of the areas’ different roles in accommodating future growth.</p> <p>2. The distinctions among NC1, 2 and 3 zones are possibly less important today than when originally established.</p>
Mixed Use	<p>Definition of the preferred mixes of uses in the various C and NC zone categories likely should be updated, including in relation to pedestrian environments.</p>
Pedestrian Environments	<p>1. All Urban Centers and Urban Villages are intended to have highly-pedestrian and transit-oriented cores. The Neighborhood Commercial zones currently establish that environment, but aspects of the P1 and P2 designations could help strengthen the pedestrian core of a neighborhood in all NC zones.</p> <p>2. The Comprehensive Plan establishes a greater interest in fitting residential development into pedestrian environments, which were originally conceived as primarily retail/service commercial districts.</p>
Single Purpose Residential Development	<p>There may be a need to better clarify where single purpose residential development is permitted. Current regulations identify locations in some urban villages where such development is permitted or prohibited, but there has not been a comprehensive look at the issue in light of the urban village strategy of reducing development of commercial strips along arterials and focusing commercial growth in nodes.</p>
Bulk and Scale	<p>1. Building bulk and scale regulations, particularly with respect to upper floors of residential uses, likely should be updated to ensure optimal consistency with Comprehensive Plan intent for Urban Center and Village growth.</p>
Parking	<p>1. Current parking ratios require may require more parking than is demanded, depending on the type of area.</p> <p>2. If the code’s parking requirements were written to further the urban village strategy, they could reduce costs of development and encourage more pedestrian and transit-oriented development.</p>

### Topics where the Land Use Code furthers Comprehensive Plan Goals

Height	Consistent policy basis that allows for a range of heights in order to create different intensities and characters of neighborhoods, consistent with the urban village strategy.
Open Space	Consistent policy basis that emphasizes open space usable for residents, as well as light and air (relationship to building bulk) and recreation opportunities.
Landmark Districts	Consistent policy basis that states the value of preserving designated landmark structures and areas. Flexibility from development standards is advised.
Screening and Landscaping	Consistent policy basis encouraging screening and landscaping for aesthetics, resolution of visual impacts, compatibility and maintaining continuity of land uses at street level.
Special purpose/impact control regulations:	
--Noise, Odors/Airborne Emissions, Light/Glare,	Consistent intent to regulate potential nuisances that could arise from large generators of noise, odor or light/glare, and to maintain compatibility of uses.
--Drive-In Businesses, Solid Waste, Open Storage, Signs	Consistent intent to regulate these typical elements of commercial uses that can cause visual impacts (similar to screening topic above) and contribute to incompatible conditions. Regulation of drive-in businesses and activities meant to improve aesthetics and reduce automobile/pedestrian conflicts and disruption of street fronts.
--Assisted Living, Home Occupations, Animal-keeping	Consistent intent to generally maintain compatibility when nonresidential activities occurring in certain areas.

At least two themes emerge by comparing the intents of commercial zoning and the Comprehensive Plan:

**1. The existing commercial zoning system is relatively consistent with the Comprehensive Plan, but the zone categories do not treat areas inside and outside the Urban Centers and Villages differently.**

- Several of the commercial zones are present both inside and outside the Urban Centers and Villages, with few distinctions in regulations. Ideally, the system of zones would identify distinct requirements that would more precisely support the different growth objectives for these areas.

- The current zoning system provides few incentives for private-sector development choices to further advance the Urban Village growth strategy.

**2. The commercial zoning code's orientation to detailed regulations and fine-grained levels of compatibility tends to take precedence over fulfilling the Comprehensive Plan's bigger-picture growth management goals.**

- The combined effects of several requirements that apply to residential projects, such as those for parking, open space, height and bulk, may overly restrict new development within Centers and Villages. This

may negatively affect developers' decisions about where and when to pursue new projects.

- Development regulations should be adjusted to better reflect density, intensity and compatibility expectations for Urban Centers and Villages versus other areas.
- Growth management objectives should be a primary guiding force in City policy, and zoning systems should more directly reinforce those objectives. Zoning requirements that impede progress in growth management should be adjusted to streamline the code and reduce process-related delays.

### **Code's relationship to neighborhood planning objectives**

The Land Use Code is consistent with neighborhood plan objectives, but could do more to support or promote them. There is essentially the same relationship between the code and neighborhood plan objectives, as there is between the code and the City's Comprehensive Plan, because the neighborhood plans are a part of the Comprehensive Plan.

Seattle's neighborhood plans are remarkably consistent in expressing their land use-related objectives, which collectively convey public priorities regarding future growth and change. The typical highest priorities are summarized below.

- Encouraging residential and mixed-use infill development that will provide more active urban village centers that better serve their neighborhoods.
- Encouraging improved pedestrian orientation in village centers.
- Encouraging a mix of housing types including more affordable types.
- Preserving and enhancing the identity, character, and aesthetic qualities of the neighborhoods, through quality design and appropriate development standards.
- Preserving and enhancing the commercial vitality of the urban village commercial centers.
- Protecting the character of low-density, single-family areas outside of urban village centers.
- Providing for adequate transitions/buffers from village centers to lower-density areas.

Neighborhood plans tend to support zoning that encourages achievement of these primary objectives. In some cases, specific zoning changes were identified and completed. In other cases, neighborhood plans indicate a possible need for future zoning changes. The existing commercial zoning provided a reasonably good basis for many neighborhood planning choices with respect to height, density, housing type and pedestrian orientation.

Neighborhood plans have been the greatest impetus for rezones over the last ten years. More than 285 acres have been rezoned from C to NC (auto-oriented to pedestrian-oriented) within urban centers and villages. Later, station area planning for light rail resulted in conversion of more than 60 acres from C to NC zones, with pedestrian designations added near future light rail stations. These changes were also supportive of neighborhood plan objectives.

## **B. Code structure and usability**

While trained and frequent users of the code can generally understand most of the code's provisions, it is difficult for the infrequent user to use and understand. Problems exist both in organizational structure and in the language used. Multiple designations and overlays, many of which can apply to the same property in some areas, result in the code becoming very complex and difficult to use.

Among the key difficulties with the code cited are:

1. Multiple exceptions that require cross references that result in cross references to other sections of the code, and repetition of the same idea in multiple places.

Example: (notes are in *italics*)

23.47.023 Standards for single-purpose residential structures

- A. In all commercial zones, single-purpose residential structures shall be subject to the density standards provided for in Section 23.47.009, except as provided for in the Northgate Overlay District, Chapter 23.71, and in the Pike/Pine Overlay District, Chapter 23.73, and except for Seattle Housing Authority development permitted pursuant to 23.47.004 E1e.

*This section repeats 23.47.009.A and .B, 23.47.004 E1e refers the reader to 23.61*

- B. In all commercial zones with a height limit of eighty-five (85) feet or greater, except those designated NC/R, single-purpose residential structures are prohibited.

*This section repeats section 23.47.004.E.1.c, except that .004.E.1.c does not include the exception for NC/R, which could create confusion.*

- C. Single-purpose residential structures shall meet all other development standards applicable to mixed-use development, except that the street level frontage may be occupied by residential use other than parking.

*This becomes confusing when one looks at the standards for mixed-use development 23.47.008.E, which states "Any new detached structure which contains residential uses and does not meet the requirements for mixed-use development as provided in this section shall be considered a single-purpose residential structure, and is subject to the standards of 23.47.023." In other words, a project with residential uses that doesn't meet the mixed-use standards is a single-purpose residential structure. However, a single-purpose residential structure has to meet all of the mixed-use standards, except for the street level use requirements.*

- D. A single-purpose residential structure developed pursuant to Section 23.47.004 E1e shall meet all development standards applicable to mixed use development, except that Section 23.47.008B shall not apply, and that the structure at street level shall not be required to meet the minimum (13) foot floor to floor

height specified in Section 23.47.008 C2.

*This is very confusing. It appears that multiple edits to the code occurring frequently have resulted in two ordinances (12034 and 120452) creating a new section .E1e within two months of each other, the first of which dealt with Seattle Housing Authority property and the second of which dealt with station area overlays. The station area overlay language remains in the code, but this was meant to refer to the Seattle Housing Authority language.*

Redundancies, such as those in this section result in a difficult code to read and use. By cross-referencing multiple sections, there is the danger of references becoming out of date, or superseded. This type of cross-referencing makes the code difficult to use – the reader must keep in mind multiple sections of the code at the same time.

2. Descriptions of conditions that could be displayed more easily and clearly with pictures.

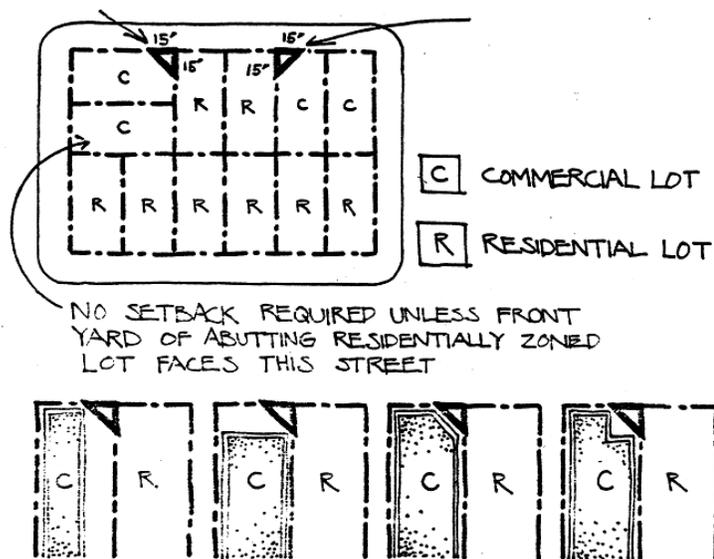
Example:

23.47.014 Setback requirements

- B.1. A setback shall be required on lots which abut the intersection of a side and front lot line of a residentially zoned lot. The required setback shall be a triangular area. Two (2) sides of the triangle shall extend (15) feet from the intersection of the street property line and the property line abutting the residentially zoned lot. The third line shall connect these two (2) sides with a diagonal line across the lot.

*There is a picture in the code which displays this idea, much more clearly. Because of its technical language, the text confuses rather than explicates the issue.*

**Exhibits 23.47.014 A and 23.47.014 B  
Setback Abutting a Side or Rear Lot Line of a Residentially Zoned Lot**



3. Long lists of standards with minor variations:

Example:

23.47.009 Density limits for residential uses

...

D. The following density limits for single-purpose residential structures shall apply in commercial areas where there has been a review and approval by the City Council subsequent to January 1, 1995 to determine whether single-purpose residential structures shall continue to be conditional uses, permitted outright or prohibited, and if the area is to be included within an urban village or urban center, an urban village boundary has been established:

1. Inside urban village

commercial areas as shown on the Official Land Use Map.

- a. In NC zones with thirty (30) foot height limits, the density limit shall be one (1) unit per seven hundred (700) square feet of lot area.
- b. In NC zones with forty (40) foot height limits, the density limit shall be one (1) unit per five hundred (500) square feet of lot area.
- c. In NC zones with sixty-five (65) foot height limits, the density limit shall be one (1) unit per four hundred (400) square feet of lot area.

d. In C1 and C2 zones with thirty (30) foot, forty (40) foot or sixty-five (65) foot height limits, the density limit shall be one (1) unit per one thousand (1,000) square feet of lot area except as provided in subsection D1e below.

e. Density limits in a C1 or C2 zone may be increased to the density limit for single-purpose residential structures in the NC zone with the corresponding height designation if the structure is developed according to the standards for NC zones as listed below:

- (1) Outdoor storage areas, per Section 23.47.011 E1;
- (2) Screening for gas stations, per Section 23.47.016 D3c;
- (3) Blank facades, per Section 23.47.016 E;
- (4) Drive-in lanes, per Section 23.47.028 A3; and
- (5) Location of parking, per Section 23.47.032 B.

f. There shall be no residential density limit for single-purpose residential structures in the NC2/R or NC3/R zone.

2. Outside urban village commercial areas as shown

on the Official Land Use Map.

- a. In NC zones with thirty (30) foot height limits, the density limit shall be one (1) unit per eight hundred (800) square feet of lot area.
- b. In NC zones with forty (40) foot and sixty-five (65) foot height limits, the density limit shall be one (1) unit per six hundred (600) square feet of lot area.

- c. In C1 and C2 zones with thirty (30) foot, forty (40) foot or sixty-five (65) foot height limits, the density limit shall be one (1) unit per one thousand (1,000) square feet of lot area.

*These lists are difficult to use and understand, and the intent of the differences becomes lost in the details. One alternative to these lists could be to create tables that demonstrate the differences:*

**Density limits for single-purpose residential structures in square feet of lot area per unit**

Zone	Inside Urban Villages	Outside Urban Villages
Neighborhood Commercial 1, 2 or 3		
With R Designation	No limit	No limit
Without R Designation		
30-foot height limit	700	800
40-foot height limit	500	600
65-foot height limit	400	600
Commercial 1 or 2		
30, 40 or 65-foot height limit	1,000 <sup>1</sup>	1,000

<sup>1</sup> May be increased to comparable density limit for Neighborhood Commercial zones with the same height limit, when projects meet the requirements in the following section of the code: 23.47.011 E1; 23.47.016 D3c; 23.47.016 E; 23.47.028 A3 and 23.47.032 B.

In summary, there is much opportunity to greatly improve the usability of the Land Use Code. Greater use of charts and drawings can help with long lists and complicated concepts. Revisions that minimize cross-references and redundancies will help users more quickly understand the provisions. In rewriting the code, the problems associated with multiple

amendments can be easily solved. And finally, the real intent of provisions can be expressly stated with a complete rewrite, which can help both situations where the code is too ambiguous or so prescriptive that it does not allow for variations in siting or context.

## Appendix I: Summary of Neighborhood Plan concepts applicable to Neighborhood Business Districts

Neighborhood Plan	Concepts relating to Neighborhood Business Districts
<b>URBAN CENTERS</b>	
<b>First Hill/Capitol Hill Urban Center</b>	<p><b>See Capitol Hill, First Hill and Pike/Pine, below</b>  <b>Also see Central Area for ideas related to the 12<sup>th</sup> Avenue Urban Center Village</b></p>
<p>Capitol Hill Urban Center Village</p>	<ul style="list-style-type: none"> <li>▪ Strategy areas: North anchor, South anchor, Broadway and 15<sup>th</sup> corridors</li> </ul> <p>COMPLETED ACTIVITIES</p> <ul style="list-style-type: none"> <li>▪ Green Streets (Type III) designated on 10<sup>th</sup> Ave. E at Roy, Howell from Broadway to Nagle, and Nagle Place from Denny to Pine</li> </ul> <p>OTHER IDEAS</p> <ul style="list-style-type: none"> <li>▪ Station area planning for potential northern Broadway light rail station.</li> <li>▪ Encourage community college to apply for decreased height in their MIO.</li> <li>▪ Further study “lower Broadway” rezone options “when station area planning is conducted...”</li> <li>▪ Economic redevelopment and zoning analysis for Broadway – consider strategic rezones</li> <li>▪ Commercial design guidelines to reinforce pedestrian-orientation, architectural quality, compatibility with surroundings and the special character of each [sub-]district.</li> <li>▪ Upgrade the Broadway streetscape</li> <li>▪ Upgrade the 15<sup>th</sup> Ave. E. streetscape</li> <li>▪ Small-scale residential rezone analysis—in eastern residential area study rezoning to preserve small lots and accommodate new small-scale housing. Retain L3 but explore limiting maximum building width to 40 feet.</li> <li>▪ Consider the Neighborhood Plan goals prior to any land use changes, and conduct “due analysis and public involvement.”</li> </ul>
<p>First Hill Urban Center Village</p>	<ul style="list-style-type: none"> <li>▪ Create a center for the Madison St. District: extend ground level retail “around the corner one-half block...”</li> <li>▪ Encourage greater residential and commercial density on north side of Madison St.</li> <li>▪ Various sidewalk/pedestrian improvements, related to the light rail station</li> <li>▪ Work in Design Review to ensure new development has “no blank walls at street level”, pedestrian-encouraging ground-floor uses, crime-preventing design techniques, appropriate materials, reinforced 1<sup>st</sup> Hill identity at neighborhood entry points</li> </ul>
<p>Pike/Pine Urban Center Village</p>	<p>COMPLETED ACTIVITIES</p> <ul style="list-style-type: none"> <li>▪ Extend the Pike/Pine overlay to the C2 zone to allow mixed-use structures while retaining the automotive and manufacturing uses.</li> <li>▪ Remove the Overlay’s 1:400 sq. ft. density limit for SPR on the north-south streets.</li> <li>▪ Modify the Overlay to eliminate open space requirements.</li> <li>▪ Modify the Overlay to reduce the residential parking requirement to one per unit, and permit further reductions for existing buildings through Design Review.</li> <li>▪ Increase the allowable distances between shared parking locations.</li> <li>▪ Allow reduced parking for low-income housing [when there is lower parking demand]. Allow reduced parking if the developer agrees to maintain a portion of units as affordable rents.</li> </ul> <p>OTHER IDEAS</p> <ul style="list-style-type: none"> <li>▪ Don’t require modulation in the Midrise zone, if building design is “articulated” to the Design Review board’s satisfaction.</li> <li>▪ Allow the option of seeking code departures through Design Review for rehab or redevelopment projects.</li> <li>▪ Expand the TDR program so that rights from Pike/Pine properties can be sold to developers of Downtown commercial properties.</li> <li>▪ Modify the Overlay to include a Community Heritage District that would provide preservation incentives and design review for rehab/remodeling.</li> <li>▪ Green Streets and other pedestrian improvements in several streets and alleys.</li> </ul>
<p><b>Northgate Urban Center</b></p>	<ul style="list-style-type: none"> <li>▪ Strategies: Concentrate greatest employment, residential development in the Core;</li> </ul> <p>COMPLETED ACTIVITIES:</p> <ul style="list-style-type: none"> <li>▪ Rezone large portion of Core from C1 zones to NC3 zones, and establish a Northgate zoning overlay.</li> </ul>

Neighborhood Plan	Concepts relating to Neighborhood Business Districts
	<ul style="list-style-type: none"> <li>▪ Contract rezone associated with QFC development on Roosevelt Way/N'gate Way.</li> <li>▪ Setbacks, bulk controls, density limits, open space requirements, pedestrian designations, master planning requirement, SEPA policy, and parking requirements specific to Northgate.</li> </ul> <p>OTHER IDEAS:</p> <ul style="list-style-type: none"> <li>▪ Numerous planning concepts related to open space, transportation, land use and beneficial redevelopment of the Northgate commercial core.</li> </ul>
<p><b>Uptown Urban Center</b>  <b>Upper Queen Anne Residential Urban Village</b></p>	<p>OTHER ZONING/PLANNING CONCEPTS:</p> <ul style="list-style-type: none"> <li>▪ Allow SPR in portions of the center, such as western portions of Uptown, in conjunction with special landscaping provisions to improve urban design of several streets.</li> <li>▪ Create a historic conservation district in the vicinity of W. Roy St., Mercer, between 3<sup>rd</sup> and 5<sup>th</sup> Ave. W. with regard to several apartment buildings, also with new buildings reflecting the existing style.</li> <li>▪ Write a "Queen Anne Community Character Improvement Plan" to preserve and enhance the character.</li> <li>▪ Queen Anne design guidelines.</li> <li>▪ Do not convert existing Lowrise zones to denser zones.</li> </ul>
<p><b>University Urban Center</b></p>	<ul style="list-style-type: none"> <li>▪ Overall strategy: Support vibrant commercial districts serving local needs and offering regional specialties.</li> </ul> <p>COMPLETED REZONES:</p> <ul style="list-style-type: none"> <li>▪ Rezone certain properties in the vicinity of 41<sup>st</sup> to 43<sup>rd</sup> Streets between Brooklyn Ave. NE and Roosevelt Way NE to MR and NC3-65.</li> <li>▪ Allow SPR in [some] NC3 areas</li> <li>▪ Rezone south side of 45<sup>th</sup> St, 9<sup>th</sup> Ave NE to I-5 from NC3-40 to NC3-65.</li> <li>▪ Rezone a small area on both sides of the Ave north of NE 55<sup>th</sup> St, NC2-40 to NC2-30.</li> <li>▪ In Ravenna Urban Village, change zoning of an area from C1-40 to L4. Also create a P2 overlay for 25<sup>th</sup> Ave NE in the NC2 area north NE Blakely St. to create a neighborhood "Main Street." Also, change the zoning from NC2-40 to NC2-30 along 25<sup>th</sup> Ave. NE between 55<sup>th</sup> St. and Blakely St.</li> <li>▪ Develop special design guidelines for the Ave.</li> </ul> <p>OTHER IDEAS:</p> <ul style="list-style-type: none"> <li>▪ Develop design guidelines for transition buffer between NC2 and SF zones.</li> </ul>
<p><b>HUB URBAN VILLAGES</b></p>	
<p>Bitter Lake Village Hub  Urban Village</p>	<p>OTHER ZONING/PLANNING CONCEPTS</p> <ul style="list-style-type: none"> <li>▪ "Linden Ave. project", "Stone Ave. project" redevelopment concepts for subareas and corridors:  Develop new neighborhood specific design guidelines for all new commercial and multifamily development. Preliminary guidance for those guidelines included: new development on Linden Ave. N should enhance the pedestrian environment with ped entries from Linden, plazas, benches, picnic tables, art, landscaping or other features; preserve Mt. Rainier and Cascades views from Linden Avenue; windows and good wall treatments along Linden Ave.; Aurora developments should provide ped and/or auto access through lots within the super-blocks; height/bulk/scale compatibility with nearby residential development and streetscapes; better landscaping in parking and other areas; utility undergrounding encouraged.</li> <li>▪ All provisions designed to increase allowable density incl. RSL and SPR options shall not be implemented in the village or planning area.</li> <li>▪ Future provisions for density increase shall not be implemented without a public outreach/validation process.</li> </ul>
<p>Ballard Hub Urban  Village  Crown Hill Residential  Urban Village</p>	<ul style="list-style-type: none"> <li>▪ Strategy: Ballard Municipal Center development</li> <li>▪ Accommodate most new housing and density in the core area</li> <li>▪ Completion of Burke-Gilman Trail, remodel of Bergen Park</li> <li>▪ More greenspaces and better landscaping treatments in right-of-way</li> <li>▪ Economic revitalization of the business district</li> </ul> <p>COMPLETED ACTIVITIES</p> <ul style="list-style-type: none"> <li>▪ Develop neighborhood design review guidelines.</li> </ul>
<p>Fremont Hub Urban  Village</p>	<p>ZONING/PLANNING CONCEPTS NOT YET ADDRESSED:</p> <ul style="list-style-type: none"> <li>▪ Design Review for all commercial properties in the Urban Village.</li> <li>▪ Neighborhood specific design guidelines</li> <li>▪ Study the opportunities and impacts of expanding the existing pedestrian overlay</li> </ul>

Neighborhood Plan	Concepts relating to Neighborhood Business Districts
	<p>zones to all NC zones within the Urban Village [with reduced parking requirements.]</p> <ul style="list-style-type: none"> <li>▪ Create an overlay zone for live-work units.</li> <li>▪ Various small changes to encourage different forms of affordable housing in residential zones.</li> </ul>
Lake City Hub Urban Village	<ul style="list-style-type: none"> <li>▪ Promote additional pedestrian accessibility for shopping.</li> <li>▪ Encourage variety of small retail/service businesses rather than warehouse style stores. Attract and support businesses oriented to local household and commercial needs and also businesses that offer family-oriented activities and hours of operation.</li> <li>▪ Encourage varieties of affordable housing.</li> <li>▪ Develop design guidelines.</li> </ul> <p><b>FUTURE REZONE CONCEPTS</b></p> <ul style="list-style-type: none"> <li>▪ Seek to rezone parcels in the hub urban village from C to NCR.</li> <li>▪ Allow rezones at high capacity transit station for townhouse-style residential clusters.</li> </ul>
North Rainier Hub Urban Village	<ul style="list-style-type: none"> <li>▪ Town Center concept at MLK/Rainier Avenue (rel. to station area planning).</li> <li>▪ Interest in pedestrian and urban design concepts</li> <li>▪ Interest in encouraging housing</li> </ul> <p><b>COMPLETED REZONES</b></p> <ul style="list-style-type: none"> <li>▪ In the Town Center, explore changing C1 and C2 zoning to allow for more residential/mixed-use projects (between McClellan St and MLK/Rainier Ave.).</li> <li>▪ An NC2-40 to NC2R-40 rezone on Rainier south of Charlestown was completed with plan adoption at Council.</li> </ul> <p><b>OTHER IDEAS</b></p> <ul style="list-style-type: none"> <li>▪ Retain other existing C1 and C2 zones around Town Center to retain employment opportunities</li> <li>▪ Develop urban design and site-specific development guidelines.</li> <li>▪ Place a P2 pedestrian designation on Rainier between Charlestown and Genesee [although discouraged by City response]. NOT APPROVED.</li> <li>▪ Support rezone of west side of 36<sup>th</sup> Ave. S. between Charlestown and Spokane Streets from L2/L3 to higher zone, re: SEED opportunities.</li> </ul>
South Lake Union Hub Urban Village	<p><b>OTHER IDEAS</b></p> <ul style="list-style-type: none"> <li>▪ Restore Cascade parking requirements for housing and review parking provisions throughout the district.</li> <li>▪ Review industrial zoning along Fairview recommending buffers along the industrial use corridor. [C2 and SCM in proximity]</li> <li>▪ Encourage the adoption of housing design that would complement the industrial uses.</li> <li>▪ Discourage alley vacations.</li> <li>▪ Provide incentives for infill development.</li> <li>▪ Encourage new commercial development that supports the existing neighborhood.</li> <li>▪ Designate minimum 1.5 floors commercial FAR requirements in C1 and C2 zones graduated to allowable height limits after the 1,700 housing goal is achieved.</li> <li>▪ Study the Mercer/Valley corridor—prepare mini urban design plan—develop a set of integrated improvements for the whole corridor with few ROW impacts and only positively perceived or mitigatable impacts on the neighborhoods.</li> <li>▪ Conduct a comprehensive parking study to determine needs and identify changes in land use for current surface parking areas within each of the neighborhood subareas.</li> <li>▪ Integrate parking requirements of zoning with actual service levels of public transportation and uses in new developments.</li> <li>▪ For projects of 20 housing units or more, require 5% to be affordable housing at 80% of median income.</li> <li>▪ Prepare and adopt Denny Way and Aurora Avenue corridor plans in recognition of the importance of these corridors as gateways and recipients of intense future development.</li> <li>▪ Establish concurrency requirements for housing constructed in excess of the 1,700 unit target in the Comp Plan. Consider contributions to parks and open space needs, transportation, transit and community facilities.</li> <li>▪ Refine and adopt a pedestrian streetscape strategy and “green street” designation as a character statement for South Lake Union.</li> <li>▪ Develop guidelines and strategies for supplemental open space, and develop an incentive strategy (such as density bonuses) for provision of pocket parks in future development.</li> <li>▪ Establish Denny Way and Aurora Ave. N. corridors as potential receiving areas for</li> </ul>

Neighborhood Plan	Concepts relating to Neighborhood Business Districts
West Seattle Junction HUB UV	<p>TDRs from the Westlake district.</p> <ul style="list-style-type: none"> <li>▪ Key Strategy: strengthen the mixed-use commercial core. Preferred improvements to pedestrian accessibility, parking, sidewalk amenities.</li> </ul> <p>COMPLETED ACTIVITIES</p> <ul style="list-style-type: none"> <li>▪ Allow SPR in key areas.</li> </ul> <p>OTHER IDEAS</p> <ul style="list-style-type: none"> <li>▪ Restrict building frontages along California to a height compatible with “small-town scale.”</li> <li>▪ Establish a “community based design review process that provides for input at the earliest stages.</li> <li>▪ Create green street links for pedestrians in alleyways east and west of California Ave.</li> </ul>
<b>RESIDENTIAL URBAN VILLAGES</b>	
Admiral Residential Urban Village	<ul style="list-style-type: none"> <li>▪ Transitions: Adequately address the commercial scale as well as the low-density residential zones behind many sites.</li> </ul> <p>ZONING CONCEPTS NOT ADOPTED:</p> <ul style="list-style-type: none"> <li>▪ Don’t allow any variances, conditional uses (or any height above mapped levels) unless it can be clearly shown that it would enhance Admiral.</li> <li>▪ Require all utilities to be placed underground to enhance the streetscape and character.</li> <li>▪ Require a public process to consider any reductions in parking requirements. [Provide full parking, avoid any spillover].</li> <li>▪ Consider methods to relieve the current shortage of parking such as encouraging developers to provide more parking than required.</li> <li>▪ Allow for off-site parking for nearby uses in mixed-use parking structures.</li> <li>▪ Discourage chain stores. Modify the appearance of franchise stores to “address the unique characteristics of the Admiral neighborhood.”</li> <li>▪ Rewrite the Land Use Code to prohibit the following uses in Admiral: drive-through facilities, emergency medical care, gas stations, ambulance service providers, check-cashing services, pawn shops, auto parts stores, car washes, hospitals, automobile sales and rental.</li> <li>▪ Other uses discouraged in Admiral: nursing homes, adult family homes, emergency and transitional housing, and large-scale examples of government buildings, light manufacturing, R&amp;D labs, skating rinks, theaters with more than four screens, blueprint/photostat stores, park &amp; pool lots</li> </ul>
Aurora-Licton Residential Urban Village	<ul style="list-style-type: none"> <li>▪ Maintain the current balance of residential and commercial zoning within the village boundaries except for specific potential changes recommended by the Neigh. Plan.</li> </ul> <p>FUTURE REZONE CONCEPTS:</p> <ul style="list-style-type: none"> <li>▪ Recommended rezone actions include: Allow future rezoning of a ¼ -block near 94<sup>th</sup> St./Stone Ave. N.; Study whether zoning changes would further the goals of the Neigh Plan using an enhanced public participation process –areas including SF, L3 and C2-40’ and C2-65’ areas just off the Aurora strip, between 85<sup>th</sup> and 110<sup>th</sup> Sts. (actions A5-A6). Intent is to create a core of ped-oriented neighborhood commercial and residential development. Transitions also of interest.</li> <li>▪ Develop neighborhood-specific design guidelines for commercial and multifamily development...</li> <li>▪ Protect the character and integrity of single family areas...</li> </ul>
Central Area Plan: 12 <sup>th</sup> Avenue Urban Center Village 23 <sup>rd</sup> and Jackson-Union Residential Urban Village Madison-Miller Residential Urban Village	<p>COMPLETED ACTIVITIES</p> <ul style="list-style-type: none"> <li>▪ Numerous rezones were accomplished with plan adoption of which many were C to NC or Lowrise to NC.</li> <li>▪ Implement general and site-specific development guidelines to ensure compatible and attractive infill of new projects in East Madison business district (done already?)</li> <li>▪ Evaluate possibility of converting existing L3 zoning on SW corner of 21<sup>st</sup> and Denny to NC3-40 or 65’ to promote redevelopment.</li> <li>▪ Consolidate commercial opportunities along Cherry to promote development at this ancillary commercial area by rezoning to NC2-30.</li> <li>▪ “Evaluate possible land use and zoning changes per the plan. Pursue those rezones found to focus on supporting a small scale, neighborhood serving commercial hub, providing for a range of residential housing types, allowing preservation and conversion of homes south of Union on 23<sup>rd</sup> to multifamily structures, increasing residential density moderately, and improving the pedestrian feel of E. Union St. (DONE EXCEPT ALLOWING LIVE-WORK CONVERSION OF HOMES ON 23<sup>RD</sup>).</li> </ul>

Neighborhood Plan	Concepts relating to Neighborhood Business Districts
	<ul style="list-style-type: none"> <li>▪ Designate Union between 18<sup>th</sup> and MLK as a Key Pedestrian Street.</li> <li>▪ (Madrona): Evaluate NC1-30 from 18<sup>th</sup> to 20<sup>th</sup> and in conjunction, consider adding P2 Overlay to same area (DONE EXCEPT P2 OVERLAY).</li> </ul> <p>OTHER REZONE CONCEPTS</p> <ul style="list-style-type: none"> <li>▪ Evaluate possibility of converting existing SF5000 to NC2-40': south side of Olive Way between 22<sup>nd</sup> and 23<sup>rd</sup>.</li> <li>▪ Evaluate possibility of extending NC3-65 zoning to increase residential density around Madison-Miller commercial area at 23<sup>rd</sup>/Olive St., by changing from NC3-40.</li> <li>▪ Promote NC along Rainier Ave. S. between S. Lane St. and Bush Place--consider future rezoning from IC-65 to NC3-65 (OTHER REZONES OFF RAINIER AVE. WERE COMPLETED).</li> <li>▪ Revise zoning to support existing retail area by rezoning from L2RC to NC1-30 at 30<sup>th</sup>/Cherry.</li> </ul>
Columbia City Residential Urban Village	<ul style="list-style-type: none"> <li>▪ Strategy: Strengthen Columbia City Core as a historic mixed-use, pedestrian-oriented commercial focus area.</li> </ul> <p>COMPLETED ACTIVITIES</p> <ul style="list-style-type: none"> <li>▪ Amend all C zones in the area to allow SPR outright, and allow SPR outright in all proposed NCR zones.</li> <li>▪ Change <u>all</u> NC zoned areas to NC2R 40' with numerous exceptions, for greater flexibility to property owners, more SPR and a mix of commercial uses more compatible with neighborhood pedestrian oriented business districts and residential areas and to avoid large scale and very dense development (small town scale rather than downtown feel).</li> <li>▪ Rezone MLK east side lots from Hudson to Dawson from C1-40' to L4RC.</li> <li>▪ Rezone the C2 zoned area south of Columbia City to NC2R-40 east of 39<sup>th</sup> Ave. S. and allow SPR.</li> </ul> <p>OTHER CONCEPTS:</p> <ul style="list-style-type: none"> <li>▪ Rezone the C2 zoned area to NC2-40 west of 39<sup>th</sup> Ave. S.</li> <li>▪ Create neighborhood specific commercial and multifamily design guidelines.</li> <li>▪ Relax the storefront commercial requirements for mixed-use structures in all NCR zones. Specifically, this means not requiring the 80% nonresidential façade coverage for mixed-use, while allowing unlimited residential density in mixed use structures.</li> <li>▪ Certain uncompleted rezones were associated with potential light-rail along Rainier Avenue S., which did not occur, including a rezone concept at Rainier Ave./Graham Street.</li> </ul>
Eastlake Residential Urban Village	<p>OTHER IDEAS</p> <ul style="list-style-type: none"> <li>▪ Implement an Eastlake Ave. Pedestrian District [includes smaller nodes that might not otherwise be P districts], includes removing discouragement of SPR in "R/MU areas..."</li> <li>▪ Mandatory design review for all SEPA-reviewed projects</li> <li>▪ Design standards/guidelines to preserve/improve views</li> <li>▪ Development standards and/or an Eastlake Transitional Massing design guideline for compatibility of abutting commercial and residential uses.</li> <li>▪ Creative use of landscaping</li> <li>▪ Encourage alternative and non-traditional housing solutions</li> <li>▪ Study possibility of code departures for covenanted low-income housing in Eastlake (incl. parking and/or density, height increases)</li> </ul>
Green Lake Residential Urban Village	<p>COMPLETED ACTIVITIES</p> <ul style="list-style-type: none"> <li>▪ Develop neighborhood design guidelines for character and scale, including desired design elements.</li> </ul> <p>OTHER IDEAS</p> <ul style="list-style-type: none"> <li>▪ Lower the City's design review threshold to cover new construction in MR, NC, C and L3 and L4 with more than 8 units or 4,000 square feet of commercial floor area. Require all new construction and remodels to be subject to design review except in SF zones.</li> <li>▪ The C1 zone in Green Lake will become a "Transformation Overlay Area" meaning that long-range planning should identify zoning for after the Vitamilk plant is relocated in the future [recommended for NC2-40 and L4].</li> <li>▪ Create a Green Lake overlay zone that would require office buildings to have the same setback requirements as mixed-use residential buildings.</li> </ul>
Greenwood/Phinney	COMPLETED ACTIVITIES

<b>Neighborhood Plan</b>	<b>Concepts relating to Neighborhood Business Districts</b>
Ridge Residential Urban Village	<ul style="list-style-type: none"> <li>▪ Consider a P2 designation on Greenwood.</li> </ul> <p>OTHER IDEAS</p> <ul style="list-style-type: none"> <li>▪ Develop a master plan for the Greenwood core commercial area (including the Fred Meyer-centered properties), seeking (among others): residential development above street level in C1-40 zones.</li> <li>▪ Improve convenient parking opportunities.</li> <li>▪ Develop design guidelines to contribute to historic character of the streetscape.</li> <li>▪ Require sufficient on-site parking.</li> </ul>
MLK@Holly Residential Urban Village	<ul style="list-style-type: none"> <li>▪ Strategies: Create a Mixed-Use Town Center; interest in better circulation and connectivity of street system</li> </ul> <p>CHANGES DONE IN STATION AREA PLANNING</p> <ul style="list-style-type: none"> <li>▪ Consider refining NC zoning development standards to provide incentives for transit oriented development.</li> <li>▪ Evaluate rezoning the area of MLK/Othello to encourage mixed use transit oriented development.</li> </ul> <p>OTHER IDEAS</p> <ul style="list-style-type: none"> <li>▪ Develop resources to assemble large parcels for transit oriented development and regional retail/service uses.</li> <li>▪ Evaluate potential rezones along MLK to establish commercial nodes of activity [locations unspecified].</li> <li>▪ Evaluate rezoning MLK/Graham St. to NC2, NC3 or alternatives to encourage mixed-use ped-oriented development.</li> <li>▪ Encourage a P2 overlay in the MLK/Graham vicinity.</li> <li>▪ Evaluate refinement of parking requirements and lot design standards for C zones on MLK Way.</li> </ul>
Morgan Junction Residential Urban Village	<p>OTHER IDEAS:</p> <ul style="list-style-type: none"> <li>▪ Do not approve any changes in zone boundaries, permitted uses or development standards within the Morgan Junction area [with a negative response from the City in the matrix].</li> <li>▪ Recommend that City require sufficient off-street parking (above minimum code requirements) for new developments.</li> <li>▪ Study the effects of requiring that no mechanical equipment can exceed mapped height limits for new developments.</li> <li>▪ Develop community-based design guidelines, re: building height, setbacks, bulk and shape.</li> </ul>
North Beacon Hill Residential Urban Village	<ul style="list-style-type: none"> <li>▪ Key Strategy: revitalize Beacon Avenue as the Village Core</li> </ul> <p>COMPLETED ACTIVITIES</p> <ul style="list-style-type: none"> <li>▪ Beacon Ave. between Holgate and Stevens Street as a Key Ped. St.</li> <li>▪ Several specific rezones were completed, to NC2R-40, to encourage additional residential and mixed-use development in the core.</li> </ul> <p>OTHER IDEAS</p> <ul style="list-style-type: none"> <li>▪ Develop specific design guidelines including for types not currently covered by Design Review, including guidelines that support the community's character, scale, ethnic mix, cultural heritage and surrounding residential character.</li> </ul>
Rainier Beach Residential Urban Village	<p>COMPLETED ACTIVITIES</p> <ul style="list-style-type: none"> <li>▪ Allow SPR in a portion of the Rainier Ave. corridor (already done, per neighborhood plan adoption).</li> </ul> <p>REZONES PROPOSED TO BE ADOPTED IN 2004</p> <ul style="list-style-type: none"> <li>▪ Henderson St. focus: including potential rezone of Midrise south of S. Henderson St. to NCR or Lowrise zones (proposed with current R.B. proposal).</li> <li>▪ Consider future rezones of C1 zoning to NC zoning in the central commercial core (proposed with current R.B. proposal).</li> <li>▪ Consider a future P2 overlay designation (proposed with current R.B. proposal), and encourage various other improvements for pedestrians.</li> </ul> <p>OTHER IDEAS</p> <ul style="list-style-type: none"> <li>▪ Create design guidelines.</li> <li>▪ Change NC zones to NCR zones to accommodate SPR. (Already in an NC2-zoned portion of the neighborhood).</li> </ul>
Roosevelt Residential Urban Village	<ul style="list-style-type: none"> <li>▪ Town Center including a town square, related to a light rail station.</li> </ul> <p>COMPLETED ACTIVITIES</p> <ul style="list-style-type: none"> <li>▪ Adopt neighborhood specific design guidelines</li> </ul>

Neighborhood Plan	Concepts relating to Neighborhood Business Districts
	<ul style="list-style-type: none"> <li>▪ Allow SPR in the NC2 zone on Roosevelt between 70<sup>th</sup> and 75<sup>th</sup> Sts.</li> </ul> <p>OTHER IDEAS</p> <ul style="list-style-type: none"> <li>▪ Interest in distinctive pedestrian and streetscape improvements.</li> <li>▪ Consider a new pedestrian overlay “P3” that would allow office uses, on 65<sup>th</sup> and Roosevelt Way NE.</li> <li>▪ Encourage better transitions between NC3-65 and adjacent lower density residential zones, by stepping down building heights [possibly including upzones of some transition areas].</li> <li>▪ Consider upper level setbacks in NC3-65 zones with possible future planning such as station area planning (as well as step-down transitions).</li> <li>▪ Explore development of community principles and more community involvement for future up-zones or contract rezones in key opportunity sites to facilitate their redevelopment</li> </ul>
South Park Residential Urban Village	<ul style="list-style-type: none"> <li>▪ Key Strategy: improve the 14<sup>th</sup> Avenue business area</li> </ul> <p>OTHER IDEAS</p> <ul style="list-style-type: none"> <li>▪ Utilize appropriate buffering techniques for each parcel of land where buffering needs are identified.</li> <li>▪ Identify additional locations for urban trails.</li> <li>▪ Take steps to bring about cleanup of toxic sites.</li> <li>▪ Rezone properties with split zoning (from S. Sullivan St. to Henderson St., certain properties west of the 14<sup>th</sup> Ave. S. business district).</li> <li>▪ Improve the quality and quantity of open space.</li> </ul>
Wallingford Residential Urban Village	<ul style="list-style-type: none"> <li>▪ Key Strategy: Improve the business vitality, pedestrian character and urban village character along 45<sup>th</sup> St. corridor.</li> <li>▪ Identifies various pedestrian/bicycle improvements</li> <li>▪ Housing: support ADU pilot, live-work concepts, good design and aesthetics that complement the neighborhood</li> </ul> <p>COMPLETED ACTIVITIES</p> <ul style="list-style-type: none"> <li>▪ Do not allow SPR.</li> </ul> <p>OTHER IDEAS</p> <ul style="list-style-type: none"> <li>▪ Conduct a baseline parking study; improve customer accessibility.</li> <li>▪ Prepare a conceptual plan for 45<sup>th</sup> St. including needed sidewalk/street improvements.</li> <li>▪ Develop design guidelines for the commercial district.</li> <li>▪ Do not allow upzones or relaxing of development standards</li> <li>▪ Consider in the future downzoning some L2 areas to RSL, and downzoning along Stone Way between 40<sup>th</sup> and 45<sup>th</sup> Streets to reduce height and density.</li> </ul>
Westwood/Highland Park Residential Urban Village	<ul style="list-style-type: none"> <li>▪ Key Strategy: revitalize the “triangle” commercial core near 16<sup>th</sup> Ave. SW and Roxbury St.</li> </ul> <p>OTHER IDEAS</p> <ul style="list-style-type: none"> <li>▪ Extend design review to L1 and L2 zones</li> <li>▪ Consider future rezoning of L3 zones near 16<sup>th</sup> Ave. SW to L1 and SF areas to RSL.</li> <li>▪ Develop Thistle St. as a primary pedestrian connection with amenities such as benches, banners, lighting, pocket park.</li> <li>▪ Develop neighborhood design guidelines for sensitive infill development, for multifamily and single-family housing in the Village, and develop cottage housing options.</li> </ul>
<b>Other Neighborhood Plans</b>	
Delridge	<ul style="list-style-type: none"> <li>▪ Strategy: Develop neighborhood nodes of concentrated activity.</li> </ul> <p>COMPLETED ACTIVITIES</p> <ul style="list-style-type: none"> <li>▪ About seven rezones were completed, some to NC1 and NC2.</li> </ul> <p>OTHER IDEAS</p> <ul style="list-style-type: none"> <li>▪ Develop design guidelines.</li> </ul>
Georgetown	<ul style="list-style-type: none"> <li>▪ Maintain Industrial zoning</li> <li>▪ Preserve residentially-zoned areas</li> <li>▪ Improve and redefine the Code’s description and intent of “high-impact” uses, enforcing existing requirements and creating specific standards for “high-impact” uses relative to their proximity to residential areas.</li> <li>▪ Interest in mitigating effects of airport and improving overall environmental quality.</li> <li>▪ Interest in improving streetscape, open space, trails, pedestrian/bicycle access and</li> </ul>

<b>Neighborhood Plan</b>	<b>Concepts relating to Neighborhood Business Districts</b>
	safety, and maintaining historic character.

## **Appendix II: Commercial Development Case Studies**